COME and SEE
COTTAM
AND
COMPANY'S
NEW STOCK
FOR
AUTUMN WEAR.

The Hongkong Telegraph.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
Hongkong.

ESTABLISHED 1881.

NEW SERIES No. 466. 光緒二十二年九月初四日 SATURDAY, OCTOBER 10, 1896. 大拜禮 香港十月十號 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Subscribed Capital ..... £ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—

D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stoltenhoff, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND ..... $ 6,000,000
RESERVE LIABILITY OF PROPRITORS ... $10,000,000

COURT OF DIRECTORS:
A. McCONACHIE, Esq.—Chairman.
ST. C. MICHAELSEN, Esq.—Deputy Chairman.
Hon. J. J. Bell-Irving. | R. L. RICHARDSON, Esq.
G. B. Dodwell, Esq. | ALEX. ROSS, Esq.
M. D. Ezekiel, Esq. | D. R. Sassoon, Esq.
R. M. Gray, Esq. | R. Shewan, Esq.
J. Kramer, Esq. | N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDINER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 8th October, 1896. [31

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [32

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £500,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months ... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896. [891

Insurances.

EMPRESS ASSURANCE CORPORATION, LIMITED.

FIRE AND MARINE.

WE have This Day been appointed AGENTS, and are prepared to accept RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1895. [742

THE MANCHESTER FIRE ASSURANCE COMPANY.

ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITY £2,480,053
NET ANNUAL FIRE PREMIA ..... £ 757,478

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896. [1373

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [34

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUM, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895. [1374

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894. [247

Notice of Firms.

NOTICE.

WE have This Day established ourselves as GENERAL MERCHANTS and COMMISSION AGENTS under the Name of

FLOOD, KIRCH & Co.

JAMES FLOOD,
GEORGE FLOOD,
H. H. KIRCH.
Canton, 10th September, 1896. [1418

NOTICE.

I HAVE This Day commenced Business as a GENERAL COMMISSION AGENT.

W. SHEWAN.
Hongkong, 20th July, 1896. [1149

Intimations.

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.

NOISELESS. SMOKELESS.

WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P. Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.

THE CLUB HOTEL,
5, *BUND, YOKOHAMA.*

HOTEL METROPOLE,
1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE CITY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [180

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON	*Java*	J. Chellew, R.N.R.	About 15th Oct.	Freight or Passage.
SYDNEY, &c.	*Malacca*	G. C. Henning, R.N.R.	About 16th Oct.	Freight or Passage.
JAPAN, &c.	*Japan*	T. Leigh	About 16th Oct.	Freight or Passage. (Passing through the Inland Sea.)
SHANGHAI	*Khedive*	———	About 17th Oct.	Freight or Passage.
LONDON, &c.	*Pekin*	J. F. Jephson	Noon, 22nd Oct.	See Special Advertisement.
JAPAN	*Ancona*	W. D. Mudie	Noon, 23rd Oct.	Freight or Passage. (Passing through the Inland Sea.)
LONDON	*Ceylon*	E. G. Andrews	About 29th Oct.	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 9th October, 1896. [431

SAINT RAPHAEL WINE.

TRADE MARK. ESTD. 1884.

A STRENGTHENING,
DIGESTIVE TONIC WINE.

TELEPHONE—75.

Prescribed for Bronchitis, Malaria, and during convalescence.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.
Hongkong, 10th October, 1896. 39

W. POWELL & CO.

IMMENSE STOCK
OF
LADIES', GENTLEMEN'S AND CHILDREN'S
HOSIERY,
SUITABLE FOR
AUTUMN AND WINTER WEAR.

W. POWELL & CO.
Hongkong, 10th October, 1896. [1004

THE HONGKONG BUTCHERY.

VEAL SAUSAGES.

25 CENTS PER POUND.

J. TATAM,
PROPRIETOR.
Hongkong, 1st September, 1896. [40

BELDAM'S
PATENT
COMPOUND METALLIC ELASTIC ENGINE
PACKING.

THE BEST OF ALL PACKINGS.
REDUCES FRICTION TO A MINIMUM.
RESISTS ALL TEMPERATURES.

SHIPS' STORES OF ALL KINDS.
BEST QUALITY, CHEAPEST PRICES.
SHIPS UPHOLSTERY A SPECIALITY.

LANE, CRAWFORD & CO.
SHIPCHANDLERS, &c., &c.,
PRAYA CENTRAL.
Hongkong, 24th September, 1896. [273

MEALS
MONTHLY RATES FOR
AT H.K. HOTEL.

BREAKFAST	$12.00
TIFFIN	15.00
DINNER	20.00
ALL 3 MEALS	45.50

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints ..... $35 per case.
do 1 " quarts ..... $35 "

SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1896. [894

Intimations.

GEIPEL'S PATENT STEAM TRAPS

ARE BEING FITTED TO ALL NEW STEAMERS.

THE LATEST INVENTION FOR SAVING STEAM.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

SOLE AGENTS.
Hongkong, 22nd September, 1896. [30

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints, Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c. IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT ..... THOS. SKINNER.

DODWELL, CARLILL & Co.,
General Agents.
1030]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, "EXCELSIOR," HONGKONG, A. B. C. Code. | TELEPHONE, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in PRIVATE DINING-ROOMS.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896. [28

GANDE PRICE & CO.,
HAVE THE LARGEST EXPERIENCE AND GIVE THE BEST VALUES.

TRADE MARK. 牌號 Hong Name:— YUEN WO.

NOTE.—WE ARE SOLELY WINE AND SPIRIT MERCHANTS.

TELEPHONE, No. 135.

No. 19, QUEEN'S ROAD CENTRAL.
Hongkong, 30th September, 1896. [420

W. BREWER & CO.

LETTS' DIARIES, 1897.

NEW BOOKS AND NEW EDITIONS.

THE HEART OF THE WORLD, BY RIDER HAGGARD	$ 1.20	PAASCH'S FROM KEEL TO TRUCK	$13.50
The Soul of Lilith, by Marie Corelli	1.20	Cassell's Science for All, 5 vols.	15.00
Cameos, by Marie Corelli	1.20	Chambers Encyclopædia, 10 vols.	45.00
The Far East, by Henry Norman	10.50	American Cyclopædia of Commerce, 2 vols.	10.00
Principles of Common Law, by Inderman	10.00	History Latin Literature, by Simcox, 2 vols.	10.00
Every Man his own Lawyer	3.50	Forbes' Hindustani Dictionary (Romanised)	18.00

A RISING YOUNG MAN ALWAYS DRINKS

RAINIER BEER.

IF YOU WISH TO RISE ABOVE STRONG DRINKS TRY IT AND YOU WILL BE HAPPY IN THIS WORLD.

"THE RISING YOUNG MAN."

SEATTLE BREWING AND MALTING Co.,
HONGKONG BRANCH,
ICE HOUSE LANE.

F. BISHOP,
Acting Manager.
Hongkong, 11th September, 1896. [1376

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF
WHITE HEATHER BOUQUET.
Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER
TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

Intimation.

W. BOFFEY & Co.,

TAILORS,

2, D'AGUILAR STREET.

Have an entirely NEW STOCK of WOOLLENS to suit the Present and Coming Season,

Consisting of:—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896. [1471

THE YOKOHAMA SPECIE BANK, LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 89 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL ..... „ 5,250,000
RESERVE FUND ..... „ 5,010,000

Head Office:—
YOKOHAMA, JAPAN.

Branches and Agencies:—
KOBE, LONDON, NEW YORK, LYONS, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

London Branch:—
120, BISHOPSGATE STREET, WITHIN.

London Bankers:—
THE UNION BANK OF LONDON, LTD., THE LONDON JOINT STOCK BANK, LTD., THE PARR'S BANKING CO. and the ALLIANCE BANK, LTD.

Shanghai Agency:—
No. 21, THE BUND.

Hongkong Agency:—
No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in JAPAN and CHINA, and on the Principal Commercial Centres in EUROPE, INDIA and AMERICA, and every description of Exchange Business Transacted.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

UNDER the Authority of the Directors and with the Sanction of the Japanese Minister of State for Finance, I have This Day OPENED an AGENCY of the above BANK at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896. [1481

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

"HANGCHOW,"

Captain Bennett, will be despatched as above TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th October, 1896. [1572

NIPPON YUSEN KAISHA.

FOR KOBE AND YOKOHAMA.

THE Company's Steamship

"MIIKI MARU,"

Captain C. Young, will be despatched for the above Ports on TUESDAY, the 13th instant, at Noon.

For Freight, apply to
NIPPON YUSEN KAISHA.

Hongkong, 10th October, 1896. [1579

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Company's Steamship

"SHANTUNG,"

Captain Frampton, will be despatched as above on WEDNESDAY, the 14th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th October, 1896. [1573

FOR WLADIVOSTOCK.

THE Steamship

"SWATOW,"

Captain P. Jespersen, will be despatched for the above Port on WEDNESDAY, the 14th instant, at 5 P.M.

For Freight or Passage, apply to
SIEMSSEN & Co.
Agents.

Hongkong, 10th October, 1896. [1580

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched as above on THURSDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th October, 1896. [1560

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR BREMEN AND HAMBURG.
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"DOROTHEA RICKMERS,"

Captain Pape, will be despatched as above on WEDNESDAY, the 21st instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 10th October, 1896. [1581

To-day's Advertisements.

FOR A SHORT SEASON ONLY
AT THE
HALL OF MYSTERIES,
Duddell Street.

GRAND OPENING NIGHT
TO-DAY
(SATURDAY), the 10th October, 1896.
Well Ventilated, Punkahs, Brilliantly Illuminated.

Popular Prices:—

First Seats	...$1.50
Second Seats...	... 1.00
Third Seats	... 0.50
Back Seats	... 0.30

PROFESSORS
TSCOVISCO AND ALAR KHAN
in their
Unsurpassed, Unrivalled, Never Witnessed feats of
THOUGHTREADING, MYSTIC, MAGIC, SPIRITUALISM.
Come and see them in their
GREAT CABINET TRICK
MYSTERY OF ALL MYSTERIES.

THE HUMAN BUTTERFLY.
THE SPEAKING STATUE.
DISAPPEARANCES.
REAPPEARANCES.
THE MYSTERIOUS SKULL.
THE CRICKET BALLS.
THE IMPENETRABLE MAN.
THE VANISHING SHEEP.
&c., &c., &c.

Signorina FELICE. Signor ROBINI.

Come and See them
at the
Hall of Mysteries at Duddell Street Corner
Popular Prices
and
Splendid Accomodation.

Soldiers and Sailors half price to Second Seats only.

J. LAWRENCE CAMERON,
Business Manager.

Hongkong, 10th October, 1896. [1578

ORGAN RECITAL
IN THE
UNION CHURCH,
BY
MR. GEORGE GRIMBLE,
ON
MONDAY, the 19th October,
AT 5.45 P.M.

PROGRAMME:—

1. LARGO (from the Pianoforte Sonata in E flat, Op. 7) .....*Beethoven.*
2. TENOR ARIA: "Then shall the Righteous shine forth" } *(Elijah) Mendelssohn.*
   Mr. D. K. SLIMAN.
3. (a) LIEDER OHNE WORTE (No. 5, Book 6) } *Mendelssohn.*
   (b) Do. (No. 3, Book 5)
4. BASS ARIA: "It is Enough" *(Elijah) Mendelssohn.*
   Mr. C. H. GRACE.
5. MARCHE FUNEBRE (composed on the death of a hero) ..... } *Beethoven.*
6. ALTO RECIT.: "Arise Elijah" } *(Elijah) Mendelssohn.*
   Mrs. A. G. GORDON.
   BASS RECIT.: "O Lord, I have laboured in vain" ...
   Mr. C. H. GRACE.
   ALTO ARIA: "O, rest in the Lord"
   Mrs. GORDON
7. ADGAGIO (from the 3rd Symphony..... } *Mendelssohn.*
8. SOPRANO SOLO: "On wings of song will I take thee," ... } *Mendelssohn.*
   Mrs. HAGEN.
9. WAR MARCH of the PRIESTS (*Athalie*) ..... } *Mendelssohn.*
10. ORGAN SONAT in C Minor...*Mendelssohn.*

Hongkong, 10th October, 1896. [1583

NOTICE.

WE have THIS DAY established ourselves in this Port as GENERAL IMPORT and EXPORT MERCHANTS.

COLLINS BROS.,
No. 39, Queen's Road Central.

Hongkong, 10th October, 1896. [1584

JUST RECEIVED!

A SHIPMENT "WAVERLEY" BICYCLES.

Highest of all High Grades.

COLLINS BROS.,
No. 39, Queen's Road Central.

Hongkong, 10th October, 1896. [1585

PUBLIC AUCTION.

THE Undersigned have received instructions from the MORTGAGEE to Sell by
PUBLIC AUCTION
AT
YAU-MA-TEE,
ON
WEDNESDAY, the 28th October, 1896,
at 3 o'clock in the Afternoon on the Spot,

INLAND LOT No. 51, containing 10,000 square feet, and LOT No. 61, containing 10,000 square feet.

For further Particulars apply to the Auctioneers.

A Steam Launch will leave NEW PEDDER'S WHARF at 2.30 P.M. to convey intended Purchasers.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th October, 1896. [1586

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1896. [427

FOR SALE!

TYPHOONS! TYPHOONS! TYPHOONS!

COPIES of the SECOND EDITION of that well-known and most useful work,
"THE LAW OF STORMS IN THE EASTERN SEAS."
BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

PRICE .....$1.

FOR SALE:—
At the "HONGKONG TELEGRAPH" OFFICE,
No. 6, Pedder's Hill,
and at
Messrs. KELLY & WALSH, Ld.
„ W. BREWER & Co.
„ CHAS. J. GAUPP & Co.
„ G. FALCONER & Co.
„ LANE, CRAWFORD & Co.
„ HEUSSLER, HERBST & Co.
and
„ F. BLACKHEAD & Co.

Hongkong, 28th July, 1896.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the DISPENSARY before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.—All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

MARRIAGE.

On the 10th October, 1896, at the Peak Church, Hongkong, by the Reverend G. R. Vallings, Military Chaplain, HERBERT JOHNSON GEDGE, eldest son of the late Reverend Johnson Hall Gedge, of Harington Rectory, Bury-St. Edmunds, Suffolk, to ELLEN, widow of James Purdey, Esq., of 28, Devonshire Place, London.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 10, 1896.

TELEGRAMS.

(Special to *Hongkong Telegraph.*)

MORE SPLENDID ISOLATION.

SHANGHAI, October 10th.
2:30 p.m.

Mr. C. J. Dudgeon, special delegate of the Shanghai Chamber of Commerce, who left Shanghai a few days ago to lay before the *Corps Diplomatique* the views of the mercantile community in regard to the proposal of the Chinese Government to levy a tax of 10 per cent. *ad valorem* on silk and cotton manufactures in China, left Peking on Wednesday, 7th instant. His mission has proved an utter failure in so far as concerns the Chamber's hope to induce the representatives of the Powers to take joint action to prevent the imposition of a special tax on local manufactures. Mr. Dudgeon has been told that the decision of the *Corps Diplomatique* is that as Great Britain has three-quarters of the trade with China it lays with her (Great Britain) to settle this question and all questions connected with the proposed revision of the Tariff as best she can—that "England must do her own fighting."

ANOTHER SAD BOATING FATALITY.

News is to hand to the effect that Mr. Troughton, the Admiral's Secretary, has been drowned through the capsizing of one of the boats of the flagship in Sivoutch Bay, Korea.

ENTRIES FOR THE AUTUMN RACES.

The entries for the Autumn Race Meeting are highly satisfactory, numbering 1,120 for which Tls. 6,420 have been paid into the Jockey Club's Race Fund. For the principal events the entries are as follow:—

Criterions	(1 mile)	18 entries.
Maidens	(¾ mile)	46 „
St. Leger	(1¾ mile)	54 „
Shanghai Stakes	(1½ mile)	132 „

The "Stakes" is a forced entry for all ponies entered for the meeting.

OBITUARY.

His Excellency the Italian Minister succumbed to an attack of dysentery last Thursday night.

REUTER'S MESSAGES.

THE SITUATION AT ZANZIBAR.

LONDON, October 8th.

H.M.S. *St. George* has been ordered back to Zanzibar from Capetown. Reinforcements from the Mediterranean squadron have also been ordered to Zanzibar.

ARMENIAN REFORMS.

Great Britain, Russia, and France have agreed to immediately despatch a vigorous Note to the Porte demanding the adoption of reforms which will secure the safety of Armenians.

DISASTROUS FIRE IN ECUADOR.

The city of Guayaquil has been almost entirely destroyed by an incendiary fire, the estimated damage being £6,000,000.

(From *Le Courrier de Saigon*)

FRANCE AND RUSSIA.

PARIS, October 2nd.

M. Chichkine, chief of the Russian Foreign Department, has arrived at Paris. The President of the Republic has conferred on him the Grand Cross of the Legion d'Honneur.

EGYPT.

PARIS, October 2nd.

Cholera has disappeared from Egypt.

FRANCE AND ITALY.

PARIS, October 1st.

France and Italy have signed an agreement reciprocally conceding to each other national treatment and the renewal of navigation between their respective ports.

WEATHER REPORT.

The Observatory officials report to-day as follows:—

On the 10th at 10.30 a.m.: The typhoon has entered the China Sea, the centre being now situated in about 18 lat. 119 long, and moving towards N.W. at present. At 11.5 a.m.: A full hurricane was experienced at the L.E. Telegraph Company's station, Bolinao, between midnight and 4 a.m. this morning. The barometer has risen considerably on the E. coasts of China, and is inclined to fall in the neighbourhood of Hongkong. Pressure is rather low in Japan. FORECAST:—Moderate N. winds, probably freshening considerably during the next 24 hours; fair to unsettled weather.

At 5 p.m. the barometer was falling and the red drum hoisted.

LOCAL AND GENERAL.

MR. KOMUCHI has been appointed Director of the Law Bureau, Tokio.

MESSRS COLLINS AND CO. advertise the famous "Waverly" cycles in this issue.

THE new Japanese Cabinet is rather old, none of the members of it being under 46 years of age.

THE new Commercial Treaty between Japan and China was ratified by His Majesty the Emperor of Japan on the 29th ult.

THE death of Rai Dhunpet Singh, Bahadoor, of Azimgunge, a well-known resident of Calcutta, is reported. He was a prominent member of the Jain community.

WE hear that another Russian transport is to dock here shortly, and that the docks are exceedingly busy, as in fact they have been for a long time past.

A VERY delightful organ recital, by Mr. George Grimble, whose "touch" has seldom been equalled much less surpassed, will be given in Union Church on the 19th instant at 5.45 p.m.

CABLE communication with Haiphong is interrupted. Telegrams can be forwarded *viâ* Saigon at the following rates:—Tonkin, $1.35 per word; to Annam, $1.15 per word.

THE two lieutenants of H.M.S. *Rattler*, now in the Naval Hospital, are, we are glad to hear, speedily recovering.—We trust that no more of the gallant *Rattlers* will be attacked by low fever.

WE would remind our astronomical readers that November is the meteor month and that on a clear night the Peak would make a splendid station for the observation of such interesting natural phenomena.

WE notice that the foundations lately made near the Queen's Statue have been flooded during the late wet weather and the Chinese pumps are clanking away merrily. We shall be glad to see the excavation clear of water and building operations commenced.

NOW that the "fossil remains," otherwise the Sanitary Board, have exercised their petrified brains on the merits of "chlorinated lime," we hope to see a little of it placed in the Chinese latrine on the south side of the Kowloon Godowns. The smell from it is abominable and is a frequent cause of rather loud complaints.

THE concert to be given on Thursday, the 15th instant, in aid of the funds of the Benevolent Society will take place at the Peak Hotel, as the dining hall of the Mount Austin will not be available. As all our leading amateurs have kindly consented to assist, this concert should prove a genuine musical treat and result in considerable augmentation of the funds of the Benevolent Society.

IN his *Share List* issued to-day Mr. Erich Georg writes *re* Docks:—Hongkong and Whampoa Dock Company's shares rose rapidly, but without much business, as most holders prefer to wait for higher rates, the Company doing exceedingly well and having good jobs in expectation. Up to 220 per cent. premium for cash has been paid, and equivalent rates on time up to March next, and the stock closes very firm with inclination to buy.

YESTERDAY afternoon a water pipe burst in Bonham Strand West and a huge volume of water issued from it and washed away a portion of the road. Water was still rushing out of the aperture at noon to-day, so a vast amount of water has been wasted through the carelessness of somebody. If a ratepayer wastes a little water he is haled before a magistrate and fined, but if the Water Authority's underlings let water run to waste nobody endeavours to bring the guilty parties to justice!

THE lighthouse keeper at Cape Everard, Victoria (Australia), reported the other day the stranding of a strange-looking marine creature in the neighbourhood of the lighthouse during the recent stormy weather, somewhat resembling a monstrous eel. It measured 16ft in length, 17in. in depth, and 6in. in breadth; it had a bottle-shaped mouth, and two feelers attached to the throat; it has no scales, teeth, or fins, except a dorsal fin extending from the head to the tail. Could this have been a distant relative of the sea-serpent of which man hath read, but eye hath not seen nor ear heard?

RE PUNJOMS Mr. Erich Georg writes in his *Share List* to-day:—On receipt of the splendid crushing news for last month (1,150 tons of ore crushed yielding 570 ounces of smelted gold, and 50 tons of concentrates calcined yielding 80 ounces of smelted gold) the market for Punjoms rose to $12, but owing to a number of weak holders receded to $11⅞. The cyanide result has arrived since, and is as follows:—720 tons treated yielding 323 ounces of bullion of an average assay value of £1.18s per ounce. This brings the total output of the month to over 810 ounces of full weight—about £3,050 in value. Shares have been changing hands during the last few days at $11⅞ to 12, and at latter rate the market closes steady with a few sellers at quotation.

DON'T take the advice of friends and casual acquaintances who tell you that your bicycle is "all wrong," that your chain is too tight or too loose, that your handle-bar is too high or too low, that your saddle is too far forward or too far back, that your tyres are too full or not full enough, and so on. If you do, you will, says the up-to-date *Asian*, soon find yourself in a position similar to that of the old man in the fable. Place a straight-edge along the top of your chain, from sprocket to sprocket, then depress the chain with your finger. When you can depress the central link of the chain three-quarters of an inch, your chain is rightly regulated. A chain a trifle too loose is preferable to one a trifle too tight.

OUR Port Darwin contemporary laments in a recent issue over the hard-and-fast jury system in vogue in the Northern Territory. He had to suspend publication for two days because the whole staff was summoned to attend the Circuit Court as jurymen. Now, why didn't the only P.D. paper ignore the summonses and get committed for contempt, and then come out of gaol and write violent leaders, and caustic pars, and squibs and skits galore? That would have been much better fun than attending court and gaping in a stuffy witness box and wishing the lawyers would talk less and give them a chance to get home and think over the wondrous ways of the administration of justice in *free* colonies. We manage things much better here; live reporters are never included in the ranks of the Great Unpaid.

MEMORANDA.

TO-DAY,—10th October.
8.30 p.m.—The Hall of Mysteries at Duddell Street.

TO-MORROW,—11th October.
French mail due.

THE Chinese language has been added as an optional subject for the Indian Civil Service for candidates selected for Burma. It is to be hoped they will not know more Chinese than English by the time they go up for their exams!

THE prospects of the English with regard to the bowling contests this year are considered to be considerably brighter, owing to the German Club having lost Mr. Boetal, whose fine play contributed so largely to their previous successes.

THE Governor of Hunan has granted permission to a Chinese syndicate to establish a match factory in the capital of his province, and he has memorialised the Throne for the grant of a monopoly in the trade in favour of the syndicate for fifteen years.

FIFTH GYMKHANA MEETING.

In spite of the threatening appearance of the weather this morning, the afternoon was bright and the cool breeze blowing rendered the Happy Valley a most pleasant resort. The band of the Rifle Brigade was in attendance and played very pretty selections during the afternoon. His Excellency the Governor, Major-General Black and Commodore Holland were among the many spectators. The course was in fair condition considering the torrential rains of the last few days, but was rather heavy going, the "take off" for the water-jump being particularly soft.

FIVE FURLONGS HANDICAP, for all China ponies; 1st prize, $60; 2nd, $20; entrance $2.00.

Lt.-Col. The O'Gorman's Morrison, 11st 0lb... Mr. Boden 1
Surg.-Capt. Edye's Planet, 11st 7lb Capt. Edye 2
Mr. Potts' Vagabond, 11st 5lb...Mr. Radclyffe 3
Mr. Whitehead's The Laird, 11st 0lb Mr. Jones 0
Mr. Master's Red Fish, 12st 5lb..... 0
Mr. Nugent's Armistice, 11st 2lb..... 0
Mr. Hart Buck's Voltigeur, 11st 0lb 0
Capt. Loveband's Artaxerxes, 10st 7lb 0

Only Planet, Vagabond, Morrison and The Laird—a horse added to the programme at the last minute—started. Planet got off well at the start and on passing the black rock had a good lead, but Morrison put on a spurt coming down the straight and won by a length. Time, 22½ secs.

THE WELTER WEIGHT RACE, for China ponies; riders restricted to members walking 12st. or upwards; half mile. 1st prize, $60; 2nd, the entrance fees; entrance $2.00.

Mr. R. Pott's Presto, 12st 0lb .....Owner 1
Mr. Deacon's Throstle, 12st 0lb...Mr. Deacon 2
Mr. Whitehead's Kingscote, 12st 0lb ...Owner 3
Mr. Geo. Potts' Squib, 12st 0lb .....Owner 0
Mr. Forbes' Simple Simon, 12st 0lb Mr. Davies 0
Mr. Hastings' Galgorm, 12st 0lb.....Owner 0

Considerable delay was caused by the eccentric behaviour of the ponies, Throstle bolting and having to be fetched back to the starting post. After a false start the ponies got away well together, Throstle leading until the straight was reached, when Presto caught and passed him, winning by a clear length with about the same distance between second and third.

HANDICAP STEEPLECHASE, for China ponies, over the S. C. Course; at least 5 runners or no race; 1st prize, $50; 2nd, $20; entrance $2.00.

Mr. Bodin's Vapour, 12st 0lb .....Owner 1
Mr. Hart Buck's Voltigeur, 11st 4lbs Col. The O'Gorman 2
Capt. Loveband's Xerxes, 10st 10lb Mr. Radclyffe 3
Mr. Whitehead's Kingscote, 11st 0lb 0
Capt. Loveband's Artaxerxes, 10st 0lb Long 0

Only Kingscote was absent at the starting post. All got away in a bunch, but Vapour gradually drew out and led from the first hurdle. Voltigeur lost ground at the wall, but picked up slightly till the run home, when Vapour waltzed in quite fresh, having taken everything in fine style.

CONSOLATION HANDICAP, once round course; for ponies that have run in this season's Gymkhanas and not won a flat race; first prize $60; 2nd, $20; entrance $2.00.

Mr. Potts' Vagabond, 11st 5lb.....Mr. Jones 1
Mr. Nugent's Armistice, 11st 2lb.Mr. Radclyffe 2
Capt. Burney's Baccarat, 10st 0lb Mr. S. Long 3
Mr. Whitehead's Kingscote, 10st 7lb..... Mr. Boden 0
Capt. Long's Borderer, 10st 2lb .....Owner 0

Vagabond, Armistice, Kingscote, Borderer and Baccarat came to the post and got away after two false starts. Baccarat led right round and appeared to be going easy till the straight was reached when Vagabond and Armistice crept up and passed him and made an exciting finish between them, Vagabond winning on the post by a short length. Time, 2min. 6sec.

TENT PEGGING COMPETITION, first prize, a Cup presented by Major-General Wilsone Black, C.B.; 2nd, the entrance fees; entrance $2.00; points will be added or deducted for pace, accuracy, and style.

Capt. Loveband 1
Mr. de Vitri..... 2
Mr. Geo. Potts. 0
Capt. Welman..... 0
Lieut.-Col. The O'Gorman 0
Surg.-Capt. Edye..... 0
Captain Long..... 0
Mr. C. H. Ross 0

The Tent Pegging competition was very interesting, Captain Loveband pegging each time in a most skilful manner. Mr. de Vitri was next best and the rest were nowhere.

LADIES' NOMINATION; a mathematical race; entrance $2; competitors must start mounted at winning post, ride over a hurdle, round a flag (left arm) 150 yards distant and back over hurdle; hand an envelope to nominator containing a paper on which a sum has to be worked out by the nominator unassisted; once more over the hurdle and round the flag; first in with sum correctly worked in his possession wins.

Capt. Loveband nomin. by Mrs. Lee..... 1
Capt. Long „ by Mrs. Eccles 2
Capt. Welman „ by Mrs. Welman..... 0
Mr. de Vitri „ by Miss Jackson, Jr... 0
Lieut. Berger „ by Mrs. Norcott..... 0
Lieut. Thresher „ by Mrs. Hawkins..... 0

The gentlemen nominated by Madames Lee and Eccles were first and second respectively. Great amusement was caused by a spill at the first hurdle and by another pony persistently refusing to take a hurdle that had been obligingly flattened down by the leader. It is reported that at the time of going to press one fair dame was still employed on the sum.

The GYMKHANA CUP; 1¼ mile race; for ponies that have run in this season's Gymkhanas; first prize, $120; 2nd, $25; weight for inches as per scale; entrance $5.

Mr. Master's b. Red Fish, 11st 1lb...Owner 1
Mr. Pott's g. Vagabond, 10st 12lb.....Jones 2
Mr. Hart Buck's Voltigeur, 11st 1lb Radclyffe 3
Lieut.-Col. The O'Gorman's d. Morrison, 10st 12lb .....Boden 0

Armistice and Xerxes did not start. On passing the Grand Stand in the first round Red Fish led by half a length, followed by Vagabond and on entering the straight for the run home Vagabond decreased the distance in a mile, coming in a splendid winner. Voltigeur was two lengths or more behind at the finish.

ARMED INTERVENTION.

HAS NOT THE AVERSION FOR WAR CARRIED US TOO FAR?

Human history is a history of strife and bloodshed. We deplore the horrors of war and rejoice in the dream of universal peace. Yet we must not fail to recognise that many of our choicest blessings have been won with the sword. Through all the fierce and cruel struggles of the past, nature has secured with man, as with others creatures, that the fittest shall survive. The conquest of Canaan seems accompanied by needless cruelty, but the philosopher, though he sees this, sees more; for he beholds the inhumanity of man overruled for the furtherance of civilization. He sees "a Power not ourselves," as Matthew Arnold would say, "making for righteousness." The race has come up "through great tribulation," and the fair garments of a Christian civilisation have been made white through blood.

We congratulate ourselves, and rightly, that modern nations have such an aversion for war. We are animated by more altruistic sentiments than our fathers, and hesitate to draw the sword to-day in a war of conquest, even for the extension of the highest form of civilization. But may not the aversion for war carry us too far? Do we not sometimes make the mistake of imagining that other peoples are animated by the same motives as ourselves, that they will have the same appreciation of generous treatment as we, that their natures can and will respond to the loftiest appeals, and that it only needs a fair presentation of the advantages of Western civilization to secure their adoption of it? This is a serious mistake. Each race has had its own development influenced by its own ideals. There are many peoples that are not at all favourably influenced by our repugnance to bloodshed, whose souls see nothing admirable in the vision of international good-will and the universal reign of peace. It has taken us two thousand years to arrive at even a partial appreciation of such a sentiment ourselves. Other nations have developed under a different environment, and have not yet attained to this point of view. For them our forbearance is fear. Our softness but furnishes them the means of hoodwinking us, and encourages them to continue, with the assurance of impunity, their injustice, treachery, and cruelty. There is but one argument for such races—force; and so long as such a type survives there will be use for the sword. What advantage has humanity or civilization gained by the shameful temporizing in Europe during the past few years over Armenian atrocities and Chinese barbarities? Our weak remonstrances and forbearance have been wholly misunderstood and misconstrued. The Turk is as heartlessly cruel as of yore and shows no desire to be civilized. The Chinese dragon is in reality a puff-adder, swollen with vanity and treacherously hostile, a venomous viper in the path of human progress. Fifty years of continuous intercourse with the West has taught the mandarin nothing. It is no glory to Western civilization that Europe and America have kept their swords sheathed and turned a deaf ear to the pleading of outraged Armenia: Even a Christian apostle was not ashamed to say that the constituted authorities "bear not the sword in vain." They are ministers of High Heaven for the execution of justice on the earth, not alone within their own territories, but elsewhere, if need be. For it has long been recognized by all the Western Powers that they have certain police duties to discharge on the high seas and in savage and semi-civilized countries. This is no usurpation of power, neither is it to be stigmatized as Quixotic. It grows out of that eminently Christian sentiment, the duty of the strong to protect the weak, of the wise to care for the ignorant. The obligation is a real one and cannot be shirked. We are "debtors to Greeks and barbarians." Nor is our obligation merely one to protect commerce from piracy and secure our own nationals from attacks by savage races. This is a late and unworthy construction. Indeed we do not so reason when the slave trade comes into view. Professor Kidd anticipates a time when the lower races of the tropical and subtropical regions will have to be taken in hand by the more sturdy and more civilized nations of the North and be compelled in the interests of humanity at large to submit to the just and humane dominion of their superiors. He says it is only necessary that there shall exist "a clear call of duty or necessity to provide the moral force necessary for such action." The clear call of duty is already heard in Turkey, the necessity for action is being strongly felt. The loss of life necessary to the extinction of the unspeakable Turk as a ruling power may be sad to contemplate, but life could hardly be sacrificed in a better cause, and the loss is more than outweighed by the blessings that will accrue to the millions of Turkish subjects, whether Mohammedan or Christian, from the dethronement of the Lord of Misrule by whom they are now held in thraldom. For we are not pleading for a crusade a slaughter of men for faith's sake, but arguing the duty of the civilized and the free to deliver the oppressed.

The time does not seem ripe yet for interference in China. But we believe that such interference is inevitable; that the time will come when the Powers of Europe, now so strangely deceived as to the real condition of affairs in China, will realize that the Government of China is hopelessly reactionary, that the few mandarins who seem to favour Western civilization do so "for revenue only." They will learn that the people of China have no love for their rulers and that the rulers care for the people only as leeches care for their prey. They will discover, what is well known here, that the mandarins are the real and only obstacles to the development of the country, that they hamper trade, thwart every new enterprise that will not submit to their blackmailing, and squeeze the last cash out of the peasant to enrich themselves and their followers, and that in return they give nothing. Roads are allowed to fall into ruin; canals are filling up; rivers break their banks, their channels are silted up, hills are denuded of their forests; famine, flood, and pestilence stalk through the land, and the lack of one district cannot be supplied by the abundance of another because there are no roads or railroads and transportation is too slow and expensive. Thus two or three millions of people starve to death in this empire every year. In the interest of the common people of China, down-trodden and oppressed, Europe sooner or later must interfere. They deserve our sympathy. They are quick to appreciate a just government, as is shown by the rapid growth of the treaty ports; these cities of refuge from the Yamen harpies. The interests of the outside world, too, will demand interference. The world needs the rich soil of China and the treasures of her hills. We shall probably continue to resort for a time to diplomacy and lend credulous ears to the fair promises of the Tsungli Yamen. They will never be fulfilled. China will never keep faith with the West. There is only one argument that can avail with her—force. Will it not be better to use it earlier than later? For by helping to arm her with Western ships and rifles we but make her subjection more difficult when the issue shall be forced upon us. Once we did not hesitate to draw the sword. China grovelled and promised all things. Those promises she has never redeemed. She should be made to feel that henceforth she will break them at her peril. She has trusted in the past to the mutual jealousies of European Powers for immunity from a just retribution. Turkey has done the same, and both have been justified in the trust—to our shame, be it said. Better a hundred wars than the supine inaction of the past two years in Turkey. European diplomats ought to see that our common interest in the extinction of Turkish barbarity and Chinese misgovernment will far outweigh the danger to any particular interests that may be involved. Moreover, the danger is largely imaginary. The sense of justice is very strong in all the European cabinets, and, if national interests are found to conflict, their adjustment is not impossible. We are told that Russia and England have already come to an understanding. We trust the report is not too good to be true. With these two Powers in accord the rest is easy. Such an agreement will speedily obliterate the mutual suspicions of the past and give promise of united action to solve both the Eastern and Far Eastern Questions and establish justice throughout the Asiatic world; peaceably if possible, but if not then by the strong arm of war. Peace is not the greatest desideratum of humanity, but justice; for peace without justice is more deplorable than war with all its horrors.—*Mercury.*

DETAILS OF THE BOMBARDMENT OF ZANZIBAR.

(*From our Correspondent.*)

BOMBAY, September 16th.

The *Zanzibar Gazette* of September 2nd, describing the bombardment, says that on Tuesday two bells struck out from the ships, being a little ahead of the palace time. The signal to prepare for action had been given five minutes before. Then followed some three minutes of suspense. The memory of waiting for the palace clock to strike will not soon fade. At last it struck. The flag at the palace remained up. Up went the ship's signal to open fire, and the first long roll of smoke and tongue of flame shot out from the *Thrush*. Almost simultaneously the *Racoon* burst forth with her fire of shell at the towers, and the *Sparrow* added her contribution. Immediately the fire was answered from all parts of the palace, and an especially heavy fire from the further side of the landing pier as seen from *St. George*. From that time it was more a matter of hearing than of seeing: for the eye, it was steady smoke and flame; for the ears, a gamut of sound of every pitch. The whole scene was a magnificent spectacle, the combined sight and sounds being awful in the true sense of the word. Just as the first outbreak and the stirring scene had been taken in, it was seen that the *Glasgow*, the Sultan's cruiser, had opened fire with incredible audacity on the *St. George*. The doubtful compliment was acknowledged, and a return fire sent from a gun of humble proportions, the Admiral's orders having been that she was not to be fired on unless she herself assumed the aggressive. Right into her wooden side the shot crashed, and the *Racoon* dealt with her from another angle. The *Philomel* likewise paid her some attention. One boat had her davits knocked away and dropped out of position. One could distinguish but few on board, and the insignificant part she played only attracted attention now and again. Many shots were seen to be falling short of the stern of the *St. George*. As her aim before had been too high, so now it was too low. Through the general roar and crashing came now and again a sound of the "pitta-pitta-pitta-pitta-pat" of the Maxims. Then, again, as the smoke cleared a little and needed billets for bullets were clearly seen, the fire from the ships came in regular broadsides with occasional appalling roars and crashes as the fight went on, and things began to give away ashore. Then the *Glasgow* opened fire again, and had to receive from the *St. George* a silencer from her 6-inch stern gun, which made the old ship shake and disarranged the trim of her yards. The wind freshening a little, a small launch could be seen still fighting, and the *Chewaka*, with astonishing boldness, approached the *Racoon*, firing as she came, a proceeding which drew upon her fatal retribution. By a well-directed shot the *Philomel* managed to plant a shot right into the *Glasgow's* bows, which soon caused the smoke of fire to arise. Shortly after the *Racoon* thought it timely to send another missile to the *Glasgow*, and with a shell cleared her deck, a column of black dust laden air rising up from near her bows. After this she was quiet again for a time. The bombardment now lasted some twenty minutes, and still the fire was returned. The flag at the palace was seen to have slipped a little, something having been shot away, and extra efforts were made to bring it down. Now every shot seemed to tell. The fire was tremendous. Once more the *Glasgow*, long since smoking towards her stern, fired towards the *St. George*, and then thrice over the 6-inch gun was fired, crashing in her side at the water line. She was seen clearly to quiver from stem to stern, and one felt all was over with her. No more was heard of her; her last gun had sounded. Ashore, fearful damage was being done every moment. At the corner of the palace nearest the club a persistent fire was kept up midway up the building, and shell after shell was planted there until at last an enormous hole appeared, and all was silent from that part of the building, though the fire from the top still continued at intervals. Then down slowly fluttered the flag at the palace, amidst clapping and cheering from on board. Fragments flying in the air ashore showed that everything was breaking up in the middle of the palace. The firing had lessened considerably, and was but from here and there, and a pause or two being tried to see if resistance were ended the "cease fire" was sounded thirty-seven minutes after the bombardment had begun. Just before this the *Glasgow* had hauled down the Sultanate flag and hoisted the "jack" at the main mast. She was still smoking and well on fire aft. Two men were seen clambering over her wrecked sides, and another helping a man who was in the water holding on to a wrecked boat. A boat from the *Philomel* then went off to board her. Still some rifle fire was kept up on shore, and the Maxim could be heard being kept going in little bursts only, being just turned on to be turned off again. As the smoke cleared off, it was seen that the middle of the palace had gone, only a back wall remaining. The northern wing, too, was but a fragment of its former self, and the beautiful white pierced wood balcony was all in flames. Above the balcony smoke was issuing from the windows, and soon it was seen that the roof was in flames, and all knew it was destined to creep along three hundred feet, about the length of the building. Fiercer and fiercer raged the flames around the base of the tower. Some dry material seemed to be there, from the intensity of the flames and the depth of the smoke. Valuable stores were there, too, and valueless lumber; but fire, the prelude of death and destruction, was the leveller of all obstructions.—*Statesman.*

HOW TO POPULARIZE THE TOTALISATOR.

The man who wants "something for nothing" is doubtless a believer in the guileless operation of tossing with a coin on the principle of "heads I win, tails you lose." If he possess not the straighted forehead of the fool, it may safely be inferred that his bump of acquisitiveness is abnormally developed. Anyhow, he is a fit subject for the phrenologist, and to the man of cranial science I leave him. I should be the last person in the world to suggest that people who believe in the totalisator are more smitten with a baneful cupidity than other men, but I have not the slighest hesitation in asserting that no totalisator has yet been worked on thoroughly business lines, and, until it is I fancy the unfeathered biped, who is a betting animal, will continue to regard it with a thoroughpaced and well-grounded suspicion. A good deal has been written about totalisators of late, and, in view of the line taken up by the Calcutta Executive, the matter is naturally of much interest to the sporting population of the City of Palaces, and, in a lesser degree, perhaps, to sportsmen all over India. I therefore make no apology for recurring to a subject upon which I have, one way and another, written at no little length, though my present object in striking new ground is an attempt to show how the machine may be popularized—an aspect of the question hitherto, so far as I am aware, left untouched.

First, then, all managements which run totalisators should study the natural foe of the machine—the bookmaker. He, at least, is not automatic. He is a business man, highly specialised in his own particular line, and, as a rule, he knows his work down to the ground, as the phrase runs. But business man though he be, with an excellent keen eye to the main chance, he is not such a fool as to imagine that monetary transactions between himself and his *clientele* can be conducted on the "something-for-nothing" principle. It is, in fact, because he is a business man that he apprehends this truth very clearly. The bookmaker stands to lose as well as to win, and if the totalisator is ever to become a really popular mode of turf investment, the management which controls it must contemplate loss as a necessary factor to be dealt with—as carefully as possible, of course, but still a factor in business enterprise. I have no doubt that it will sound paradoxical to the energetic management of the Turf Club that I should advocate a study of the virtues of "loss" as the first step in any real attempt to popularize the totalisator. But let those gentlemen look the problem squarely in the face, and see whether I be right or wrong. A bookmaker lays me Rs. 1,000 to Rs. 100 against a horse, and obviously he stands to lose his Rs. 1,000 even though he stands to win my Rs. 100, and supposing mine to be the first bet registered that is precisely the position of his book for the time being. But if I spend Rs. 1,000 with the totalisator, and my money is the only money in the machine, I stand to *lose* whether the horse I fancy secure the bracket or not. The totalisator stands to win any way, and this is all wrong. It is opposed in a monetary sense to the first principles of a bet, for there must be a possibility to win when the bet is made. You cannot win when you cannot lose, and, as I say, in a monetary sense, the totalisator stands to lose nothing at all. Now let it be an understood thing in totalisator betting that when a man planks down his money on a horse the *minimum* he is to get back for that money is, let us say, an addition of 50 per cent. or 2 to 1 *on*—or, if this be considered too much, say, 3 to 1 *on*; always with the proviso that, if the dividend can be made higher after deducting commission, the backer gets the benefit of it. A man then might walk up to a machine with perfect confidence, and make his bet with the consciousness that he was getting something like an investment for his money. For, supposing the case of a hot favourite. The starting price odds with the books are often 4 to 6, 2 to 1 on, 3 to 1 on even, as a reference to the current reports or the *Asian* Pocket Book will demonstrate, and if the starting price backers could be sure of getting in the machine what he is prepared to take with the books, he, at least, would have little cause to grumble. But how about the machine you will say? Quite so; I am coming to that. Take the totalisator guarantees to pay a minimum of 50 per cent. or 2 to 1 *on*:—

	In Totalisator.		Return guaranteed by Totalisator.
A	Rs. 20,000	...	Rs. 10,000
B	" 5,000	...	" 2,500
C	" 500	...	" 250
D	" 200	...	" 100
E	" 1,000	...	" 500
F	" 2,000	...	" 1,000
G	" 1,000	...	" 500
	29,700		14,850

Then supposing A wins the totalisator has to pay out Rs. 30,000, but to do this it has only Rs. 29,700. Obviously the machine stands Rs. 300 to the bad with nothing left for commission. This being so let the odds be strung up to one-third and the payments made at that rate when the balance will be in favour of the machine. It is needless to go into any very intricate calculations. The point I want to insist on is that the machine should be guaranteed to return a minimum of odds which could be arranged as I propose to shew presently. Then, again, let it be noted that the ratio of wins between favourites and outsiders (*i. e.* all others except favourites) is about equal, and it can easily be seen that, when any other horse, *except* the favourite wins, the machine has an opportunity of adjusting its losses, supposing it to have had any. For instance, if a rank outsider or an outsider at all, should win, what reason is there to divide the entire money in the machine with the backers of that particular "geese"? It may be said they are entitled to their luck. That is right enough, but the object for which to work is the popularisation of the totalisator, and this can only be attained by introducing an element of certainty and fair return into its operations. When a rank outsider rolls home, it is a moral certainty that he is backed by very few, or he would have a different place in the betting, and even if totalisator odds, as suggested, are adjusted on outsiders, the backers of such will still be able to get a handsome return for their money. While fixing a minimum for horses that are heavily backed, let also a *maximum* return be fixed for horses that are backed but slightly, and let this law come into operation in all cases *where, owing to losses over the favourite*, the totalisator is behind hand with its commission. Let the following rules be made and applied, namely:—

Rule I.—Ordinary commission to be deducted and bets paid in the usual manner wherever practicable when the rate of odds is 2 or 3 to 1 *on* or over.

Rule II.—The machine guarantees to pay all bets at odds of *not less* than 2 or 3 to 1 *on*, as the case may be, that is if Rule I cannot be carried out.

Rule III.—In cases where the machine has had to *lose* money owing to the operation of Rule II, the amount so lost shall, in races where a horse other than the favourite wins, be recovered by the machine, and the balance *then* divided among the backers of such outsider.

Rule IV.—Backers will distinctly understand that where an outsider wins, the *maximum* odds paid by the machine will be 6 to 1 against, unless the money in the machine, after adjusting losses over favourites, admits of longer odds being paid:

Now, it is my opinion that a set of rules something like the foregoing, legibly printed and publicly exposed with each totalisator, would go a long way towards assuring backers of their ground, and this is what is wanted. Make the machines popular and plenty of money will flow into them. Moreover, let bets be made at one place, and let the payment for such be made at another. Keep the two operations distinct, and arrange for winners on presentation of their tickets to be paid when they like, in reason, the next day, or any day during the meeting, and when the meeting is all over, have a kind of settling day as the bookmakers do, though, of course, the payments will be all on one side. Again, if people want to buy tickets through the post, let them do so. People who want to back a horse can easily find out whether he is entered for a race. There is no reason why tickets should not be obtained in this way, or if there be what becomes of the bets made through the post and over the wires with the bookmakers? Personally, I am of opinion there is room in the racing world for both bookmakers and totalisators, but the latter will never be good for much (in India at all events) until they are conducted on less cast-iron principles than at present obtain.—"SAMBHUR" in the *Asian.*

THE ANTI-CHINESE AND ANTI-JAPANESE AGITATION IN CANADA.

Among the Canadian papers received by the *Empress of China* on Tuesday are copies of the Victoria, B.C., *Province* of the 5th and 12th September, wherein we find facsimiles of petitions now being circulated throughout the Canadian provinces, prior to being presented to the Dominion Parliament, with the object of securing such restrictive legislation as will prohibit the further influx of cheap Asiatic labour.

The *Province* in its issue of 5th September says:—

We publish in our commercial supplement this week the petitions now being circulated throughout the province calling upon the Dominion Government to increase the entry poll-tax upon Chinese immigrants from $50 to $500 per capital, and to enforce stringent regulations with regard to the naturalization of Japanese. With much that is contained in these petitions we are not at all in sympathy. Any objections to this class of immigrants must be based upon grounds other than sanitarian or those of morality. It would be a difficult undertaking to prove that the Chinese or Japanese are more immoral than ourselves. Their vices differ from ours, but whether they be worse is an open question. So far as considerations of cleanliness are concerned there is simply this to be said: We have health regulations which apply alike to all nationalities within our midst. If the Chinese and Japanese do not conform thereto the fault is our own. The agitation to restrict the immigration of Chinese and Japanese into Canada demands the careful consideration of all classes. It is no longer a provincial matter. In various parts of the Dominion the subject is being discussed, and it is evident that it will be difficult, if not impossible, for the Federal Government to ignore it.

A week later our Victoria contemporary led off a leader on the subject as follows:—It is hoped that in our last issue it was made plain, in referring to the Chinese question, that before any definite conclusion is arrived at a full and ample discussion of the matter in all its various aspects is necessary. To speak frankly, *The Province* finds itself in a difficult position. Believing firmly in free trade, any form of protection is distasteful to us, and before restrictions upon Chinese or Japanese can be supported by us it will have to be shown that a case of necessity exists which is so strong as to override cherished theories.

THE ANTI-CHINESE PETITION

reads as follows:—

To the Honourable the House of Commons of Canada in Parliament assembled:

The petition of the undersigned, citizens and and taxpayers of British Columbia, humbly sheweth:

That, whereas the Parliament of Canada did, by Cap. 71, 48 and 49 Victoria, in an Act entitled "The Chinese Immigration Act," in Section 8 of said Act, impose a tax of $50 per capita on each Chinese person coming into the Dominion;

That, whereas, the said tax of $50 per capita has proved to be wholly inadequate to effect the purpose for which the said tax was imposed;

That, whereas, the large influx of Chinese into Canada is a serious menace to the prosperity and material welfare of this country in general, and British Columbia in particular, for the following amongst other reasons, namely:

That these Chinese are non-assimilative and have no intention of settled citizenship; are, in moral, social, and sanitary status, usually below the most inferior standard of Western life, and being usually single men imported as coolies by labour-contracting organizations, accept less than the lowest living wage of white labour, yet expend but little of their scanty earnings in the land of their temporary adoption;

—That, whereas, the Government of the United States of America, recognising the great harm wrought to the citizens of the said United States of America by the competition of cheap Chinese labour, enacted legislation to totally prohibit the immigration of Chinese labourers in the interest and for the welfare of the citizens of the said United States of America;

That, whereas, in other parts of the British Empire the same evil has existed;

That, whereas, the imposition of a tax of $500 by the Australian colonies has been effectual in checking such Chinese immigration;

That whereas your petitioners believe that the imposition of a per capita tax of $500 would be efficacious in restricting the said immigration of Chinese;

Therefore, your petitioners do humbly pray your honourable body to be pleased to enact such legislation as will give relief to your petitioners from the evils under which they now suffer from the competition of this cheap Chinese labour.

And your petitioners, as in duty bound, will ever pray, etc.

THE ANTI-JAPANESE PETITION

is worded as follows:—

To the Honourable the House of Commons in Parliament assembled:

The petition of the undersigned, citizens and taxpayers of British Columbia, humbly sheweth:—

That, whereas the large influx of Japanese into Canada is a serious menace to the prosperity and material development of this country in general, and of British Columbia in particular, for the following amongst other reasons, namely:

That, whereas the Japanese, on account of the low standing of living to which they have been accustomed in their own country, are willing to take, and do accept, a much lower scale of wages than it is possible for Canadians to accept and maintain themselves and their families;

That, whereas as a result of their ability and their willingness to accept such a low scale of wages, the Japanese are already so seriously competing with white labour in the fisheries, mining, lumbering, and other industries in this province, that they are to a large extent excluding white labourers from such industries, and there is every probability that in a few years they, together with the Chinese, will entirely monopolize the opportunities for employment in the fisheries, market-gardening, canneries, and other leading industries of British Columbia;

That, whereas the influx of Japanese is continuing on a large scale, and thereby the rate of wages, and the opportunities for employment available for Canadian workmen are generally lessened, the result has been to seriously prejudice the reputation of British Columbia as a desirable field for immigration from Eastern Canada and the United Kingdom;

That, whereas as the result of the extreme facility with which the Japanese immigrants can become naturalized as British subjects, there is great danger, in consequence of the comparatively small adult male white population of the province of British Columbia becoming Orientalized to a very great extent, which, with the ignorance of the Japanese of the English language and of British constitutional methods, involves a serious menace to the progress and institutions of the province, and to its peace and orderliness.

Therefore, your petitioners do humbly pray your honourable body to be pleased to render more strict and less capable of evasion of the present statutory provisions of Canada for naturalization of foreign subjects in so far as such provisions relate to Japanese immigrants. Your petitioners would, with this end in view, respectfully suggest:

First, that the present term of three (3) years' residence in the Dominion, requisite as a condition of naturalization, be lengthened (in the case of Japanese) to five (5) years;

Second, that evidence of such residence be given in all cases in open court before a judge of a Supreme Court of the Dominion, and shall in all cases include verification and surrender of dated Japanese passport (a document which is issued by the Imperial Government of Japan to all subjects of that Empire lawfully leaving their own country for a period of foreign residence) and furthermore include identification by some duly appointed resident official of the Dominion Government;

And your petitioners also pray that such further and other restrictions be imposed on the immigration of Japanese into Canada as your honourable body may deem fit;

And your petitioners, as in duty bound, will ever pray, etc.

Speaking in the House, at Ottawa, on the 9th ultimo Mr. Maxwell is reported to have made an eloquent and pointed speech on the question of Chinese immigration. He was listened to with great attention, and made an excellent impression on the House. The Chinese, he said, on the coast, were taking away the living of the white people. They were now making it in British Columbia difficult for white people to hold their own. The Chinamen did not become citizens. They lived on almost nothing, and therefore he would suggest that the poll tax be increased from $50 to $500. At present the Chinese bosses paid $50 and then hired out the Chinamen until such time as they had paid the amount.

Premier Laurier stated that if negotiations failed with the United States to get a settlement of the alien labour law, then a bill would be introduced next session.

HER CLUB.

The women of Sydney—or rather the ladies, for the inferior female has not been invited to join in the movement—are about to strike another blow in that warfare which the gentler sex unceasingly wage with the contemptible tyrant, man. They are about to inaugurate a Ladies' Club, or, to be precise, a "Proprietary Residential Ladies' Club and Salon." The main object of the institution will, no doubt, be the subjugation of the obnoxious reptile previously referred to; the subsidiary objects of the club are of a less malign, and, apparently, of an unobjectionable nature. There will be the usual entrance fee and subscription, and residential members can take up their abode at a cost of "from £1 10s. per week, or meals *la carte*"—latchkeys, presumably, thrown in. The Club's Drawing-room will, for a small fee, be available to ladies wishing to hold "at homes," and we are assured that "the Commissariat Department will be a special feature." Servants may be engaged at the club, and doating mammas may introduce little Cissie and Johnny within the thrice sacred precincts, and there will be a "Calling Bureau," whatever that may be. Woman, when she does start reforming, always goes—if an expressive vulgarism may be pardoned in such connection—the "whole hog." The male clubbist, with that brutal selfishness which distinguishes his sex, objects, as a rule, most strongly to the intrusion of women into those retreats dedicated by him to gourmandise and expensive cigars. But the Proprietary Residential Ladies' Club and Salon will admit gentlemen—"on the invitation of members." We take leave to think this is a great mistake, and that the rule presages speedy disintegration of the club under notice. The presence of a great, hulking unsympathetic male, when ladies desire to discuss the virtues of their absent female friends, the ailments of their offspring, and the hideous shortcomings of their handmaidens and husbands, cannot but have a most depressing effect on the club generally.

Eating, drinking, the engagement of Jemima Ann, and the entertainment of male visitors are not, however, to be the Alpha and Omega of the objects of the promoters. It is designed to supply the ladies of Sydney with mental as well as physical pabulum. The Club will attend to mere bodily wants. The Salon will devote itself to the intellect, and the Associates may be either "men or women," *i.e.*, of course, either ladies or gentlemen. There will be regular meetings of the Salon, presided over by two hostesses, on each occasion chosen by the committee, and these ladies will receive guests and dispense tea. It is not stated whether anything stronger than a spoon will be dispensed with the tea. A committee will organise the work of the Salon, and music, the drama, art and literary matters will be dealt with. Thus, for a small fee, the early spring poetess will be enabled to recite her first early spring poem, and doubtless many new dramas, pictures, waltzes, and other things will, through the medium of the Salon, dawn upon a world apt to be cold and unappreciative towards female amateur genius. Taken all together, the club with the long name seems to be a most praiseworthy attempt on the part of our female leaders of fashion to supply a comfortable feeding and meeting place for those ladies who have a craving to follow after mannish usages with a feminine disguise on them. It is probably too late in the day to point out that nature and art have combined to enable the female to shine with even greater lustre in her own home than in a Salon. If, however, nothing worse than weak tea, and abuse of the inferior sex, tempered with amateur music, literature, and art, goes on at the Ladies' Club, no great mischief will ensue.—*Sydney Bell.*

SHIPPING AND MAIL NEWS.

MAILS DUE:

French (*Melbourne*) to-morrow.
Tacoma (*Olympia*) 12th inst.
Australian (*Chingtu*) 16th inst.
American (*City of Peking*) 19th inst.
German (*Preussen*) 20th inst.
American (*Doric*) 26th inst.
Tacoma (*Braemar*) 4th prox.

* * *

THE Ocean Steamship Co.'s steamer *Antenor*, from Liverpool, left Singapore yesterday afternoon for this port, and may be expected here on or about the 16th inst.

* * *

THE Agents (Messrs. Dodwell, Carlill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Braemar* left Tacoma and Victoria for this port on the 7th inst.

* * *

THE Imperial German Mail steamer *Preussen*, carrying the German mails with dates from Berlin to the 21st ultc., left Colombo for this port yesterday, and may be expected here on or about Tuesday, the 20th inst.

* * *

THE Imperial German Mail liner *Prinz Heinrich* left Shanghai for this port, *via* Foochow, at 3 a.m. to-day, and is due here on or about the 13th inst. at daylight. Her departure will most likely be postponed for several hours.

* * *

SHIPPING RETURNS.

From 6 p.m. yesterday to 6 p.m. to-day.

ARRIVALS.

Cam	steamer,	from	New York.
Lohsang	"	"	Canton.
Holstein	"	"	Saigon.
Cheangchew	"	"	Singapore.
Taichsang	"	"	Aroe Bay.
Haugchow	"	"	Canton.
Ariake Maru	"	"	Kutchinotsu.
Wuotan	"	"	Swatow.

Aggregating 9,846 tons register.

DEPARTURES.

Namyong	steamer,	for	Amoy.
Haugchow	"	"	Swatow.
Cam	"	"	Shanghai.
Maria Valerie	"	"	Singapore.
Chingping	"	"	Canton.
Cowrie	"	"	Kobe.

Aggregating 8,864 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

Hohenzollern	In	Kowloon	Dock.
Activ	"	"	"
Britannic	"	"	"
White Cloud	"	"	"
Loyal	"	"	"
S. D. Carleton	"	"	"
Mathilde	"	"	"
Strathallan	"	"	"
John Batsley	"	Cosmopolitan	"
Gaelic	"	"	"
Clan MacFarlane	"	Aberdeen	"

PASSED THE CANAL.

OUTWARD—8th September—*Nailer (?)*. 15th September—*Arwanley*. 18th September—*Yapan, Khedive*. 21st September—*Ulysses*. 25th September—*Benledi, Glengyle, Strathay*. 29th September—*Benalder, Gerda, Preussen, Agapanthus*. 2nd October—*Agamemnon, Chingwoo, Voronej, Ernest Simons*. 6th October—*Aden, Glenfarg, Hector, Radnorshire, Duke Richmond*. 9th October—*Bayern*.

HOMEWARD—2nd October—*Rioja Maru*. 6th October—*Benmohr, Formosa, Frigga, Elax, Salazie, Adour*.

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases is shown by the accompanying statement from D. C. Freeman, Sydney, August:—"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[*Advt.*

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG JOCKEY CLUB, convened in accordance with Rule 32 of the Rules of the Club, will be held at the CITY HALL on SATURDAY, the 17th day of October, 1896, at 2.30 P.M., to confirm the Resolution passed at the Extraordinary General Meeting of the Members of the Club held at the City Hall on the 2nd October instant, particulars of which resolution will be circulated for the general information of the Members.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 6th October, 1896. [1556

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on MONDAY, the 19th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 25th September, 1896. [1506

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL BONUS of FIVE per Cent. on CONTRIBUTIONS and a DIVIDEND of FIFTEEN DOLLARS per Share for the year 1895 will be PAYABLE on FRIDAY, the 9th instant.

WARRANTS may be had on application at the OFFICE of the SOCIETY on and after that date.

By Order of the Board,
N. J. EDE,
Secretary.

Hongkong, 8th October, 1896. [1568

GOVERNMENT OF BRITISH NORTH BORNEO.

GOVERNMENT OF LABUAN.

TENDERS will be received by the SECRETARY to the GOVERNOR, Sandakan, on or before 30th November next for the following REVENUE FARMS for 1897:—

OPIUM FARM.
SPIRIT LICENSE FARM.
PAWNBROKING FARM.
CUSTOMS FARM FOR NORTH BORNEO ONLY.
GAMBLING RESTRICTION FARM FOR NORTH BORNEO ONLY.

For Particulars apply to

Messrs. BIRLEY, DALRYMPLE & Co.,
Agents.

Hongkong, 23rd September, 1896. [1458

Intimations.

SOLE AGENTS:— WATKINS & CO., HONGKONG.

52]

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FOR
MILITARY EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

Auction.

GOVERNMENT NOTIFICATION.
No. 368.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction are substituted for those published under Government Notification No. 353 of the 12th instant.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th September, 1896. [1549

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 12th day of October, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 999 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rt.	Upset price
			ft.	ft.	ft.	ft.		$	$
1	Marine Lot No 278.	Connaught Road, Reclamation Ground.	52.8	52.8	160	160	8,427	155	67,416

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 7th October 1896. [1563

FOR SALE.

The Belgian × 100 A 1 Iron Screw Steamer
"ANVERS,"
2,586 Tons Reg. Gross, 1,996 Tons Reg. Net.
Lying in Hongkong Harbour.

For Particulars, apply to
LAUTS, WEGENER & Co.,
Agents for
CAPTAIN & OWNERS.

Hongkong, 22nd September, 1896. [1484

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship
"AUSTRALIAN,"
Captain P. Helms, will be despatched for the above Ports on TUESDAY, the 20th instant, at Noon.

The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer—First Class Saloon being situated forward of the Engines, and Second Class in the Poop.

A Refrigerating Chamber ensures the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd October, 1896. [1543

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE
ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alterations.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Castlus*.....	To JAVA.....	October.
S.S. *Federation*	To JAVA.....	Nov.
S.S. *Germania*.....	To JAVA.....	Dec.
S.S. *Federation* ...	To JAPAN ...	October.
S.S. *Germania*.....	To JAPAN ...	Nov.
S.S. *Castlus*.....	To JAPAN ...	Dec.

General Agents for China & Japan,
LAUTS, WEGENER & Co.

Hongkong, 22nd September, 1896. [1547

Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

JAPAN—AUSTRALIAN LINE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship
"YAMASHIRO MARU,"
Captain James Jones, will be despatched for the above Ports on SATURDAY, the 17th October, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 24th September, 1896. [1496

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
(Taking Cargo at through rates to COPENHAGEN, STOCKHOLM, NORRKOPING, GEFLE, DANTZIC and KONIGSBERG, with transhipment in HAMBURG.)

THE Company's Steamship
"TELENA,"
Captain Scott, will be despatched as above on MONDAY, the 19th instant.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 6th October, 1896. [1487

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"GLAUCUS,"
Captain Barwise, will be despatched as above on THURSDAY, the 22nd instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1896. [1571

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

THE Company's Steamship
"IDZUMI MARU"
will be despatched for the above Ports on FRIDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 7th October, 1896. [1558

FOR NEW YORK, VIA SUEZ CANAL.

THE "Warrack" Line Steamer
"ARGYLL."
Captain Wm. Ward, will be despatched for the above Port on or about the 24th instant.

To be followed by
The "MILBURN" Line Steamer "PORT PHILLIP" on or about the 9th November,
and
The "MOGUL" Line Steamer "AFRIDI" on or about the 24th November.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 8th October, 1895. [1570

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"KEEMUN,"
J. Barber, Commander, will be despatched as above on or about the 25th instant.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 9th October, 1896. [1576

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship
"HIMEJI MARU"
will be despatched for the above Ports on SATURDAY, the 31st instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 5th October, 1896. [1551

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain J. S. Reach, will be despatched for the above Ports TO-MORROW, the 11th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th October, 1896. [1566

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"ASLOUN,"
Captain J. Murray, will be despatched for the above Port on MONDAY, the 12th October.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th September, 1896. [1508

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"VINDOBONA,"
Captain Bellen, will leave for the above places on WEDNESDAY, the 14th instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 7th October, 1896. [1561

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"DARDANUS,"
Captain Gregory, will be despatched as above on WEDNESDAY, the 14th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th October, 1896. [1536

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Altmore.....	Thursday...	15th October.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship
"ALTMORE"
will be despatched hence for VICTORIA, (B.C.), and PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on THURSDAY, the 15th October.

Consular Invoices of Goods for United States Points should be in QUADRUPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th September, 1896. [1509

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship
"KAISOW,"
E. Warrall, Commander, will be despatched as above on or about the 15th October.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 30th September, 1896. [1527

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain J. G. Ollifent, will be despatched for the above Ports on FRIDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 9th October, 1896. [1577

NORDDEUTSCHER LLOYD.

STEAM TO
YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Chartered Steamship
"DAPHNE,"
Captain Samuelsen, will leave for the above Ports on or about WEDNESDAY, the 21st inst.

For Freight or Passage, apply to
MELCHERS & Co.,
Agents.

Hongkong, 6th October, 1896. [1555

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A 1 1 American Ship
"SAINT MARK,"
Dudley, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.

Hongkong, 28th August, 1896. [1557

FOR SAN FRANCISCO.

THE Ad. 1. British Bark
"CASABLANCA,"
Cantley, Master, will load here for the above Port, and will have quick despatch.

For Freight, &c., apply to
SHEWAN, TOMES & Co.

Hongkong, 4th September, 1896. [1595

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"WILLIAM J. ROTCH,"
Captain Lancaster, will load for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.

Hongkong, 5th October, 1896. [1505

FOR SAN FRANCISCO.

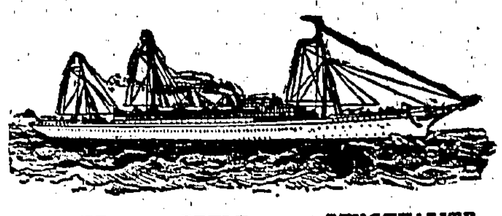
THE 100 A1 British Ship
"CLAN MACFARLANE,"
Templeton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 9th October, 1896. [1573

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.  1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 28th October.
EMPRESS OF INDIA...Comdr, O. P. Marshall, R.N.R...WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 30th September, 1896. [5

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... } Wednesday, 4th Nov., at Noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... } Saturday, 21st Nov., at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... } Tuesday, 8th Dec., at Noon.

THE Company's Steamship
"DORIC"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 4th November, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September 1896 [8

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 12th May, 1896. [48

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ..... } Tuesday, 27th Oct., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... } Thursday, 12th Nov., at Noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ..... } Sunday, 29th Nov., at Daylight.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 27th October, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 9th October, 1896. [1

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES' FLUID THE BEST DISINFECTANT SOAP. DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1896. [9

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinz Heinrich ...	Tuesday...	13th Oct.
Preussen	Tuesday...	10th Nov.
Sachsen	Tuesday...	8th Dec.
Bayern	Tuesday...	5th Jan.
Prinz Heinrich ...	Tuesday...	2nd Feb.
Preussen	Tuesday...	2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain Cuppers, with MAILS, PASSENGRS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 10th Oct. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 12th Oct., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 12th Oct. Contents of Packages are required. No Parcel Receipts will be signed for less than $2 50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 18th September, 1896. [1447

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.
Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Olympia	2,608	Saturday...	Oct. 17.
Braemar	3,601	Wednesday	Nov. 4.
Tacoma	2,549	Thursday...	Nov. 26.
Victoria	3,167	Tuesday ...	Dec. 8.
Olympia	2,608	Tuesday ...	Dec. 29.

THE Steamship
"OLYMPIA,"
Captain Truebridge, sailing at Noon, on SATURDAY, the 17th October, will proceed to VICTORIA, (B.C.), and TACOMA, (Wash.), *via* SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 1st October, 1896. 4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship
"PEKIN,"
Captain J. F. Jephson, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 22nd October, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Caledonian*, leaving that Port on the 14th November, for London direct.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 8th October, 1896. [452

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